

**City of Hayward
777 B Street
Hayward, CA 94541**

Council's Airport Committee Meeting

**Thursday, July 22, 2004
5:30 p.m.
Work Session Room 2A**

A G E N D A

Public Comments: (The PUBLIC COMMENTS section provides an opportunity to address the Committee on items listed on the agenda, as well as other items of interest. The Committee welcomes your comments under this section, but is prohibited by State law from discussing items not listed on the agenda. Your item will be taken under consideration and referred to staff.)

- 1. Approval of October 23, 2003 Summary Minutes**
- 2. Annual Evaluation of Performance-Based Noise Ordinance for Calendar Year 2003**
- 3. Discussion of Proposal by Verizon Wireless to install a Communications Antenna on the Airport**
- 4. Proposed Stage 4 Aircraft Noise Standards, and Continuous Descent Approach to Oakland Airport**
- 5. Election of Committee Chair**

Distribution:

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Assistance will be provided to those requiring accommodations for disabilities in compliance with the Americans with Disabilities Act of 1990. Interested persons must request accommodation at least 48 hours in advance of the meeting by contacting the Airport Manager at (510) 293-8678 or TDD (510) 293-1590.



AGENDA DATE 07/22/04

AGENDA ITEM 1

COUNCIL'S AIRPORT COMMITTEE

Summary Minutes for October 23, 2003

CALL MEETING TO ORDER

Council Member Rodriquez called the meeting to order at 5:33 p.m. with Council Member Ward and Council Member Henson present.

City staff: Jesús Armas, City Manager
Dennis Butler, Director of Public Works
Brent Shiner, Airport Manager

Members of the public present: John Kyle, Ben Schulchter and Ernest Delli Gatti

PUBLIC COMMENTS:

John Kyle asked airport staff to provide him with the names of the two people from the Winton Grove area who will be appointed to the Primary Documents Working Group. Mr. Kyle also commented on the status of the City's new hangar project and registered a complaint regarding helicopters.

1. Approval of Summary Minutes –April 24, 2003 Meeting

Summary Minutes were approved as submitted.

2. Updating Primary Documents of Hayward Executive Airport

Mr. Shiner presented the report regarding the Updating of the Airport's Primary Documents. The Committee discussed the selection of representatives from the Winton Grove area. The consensus of the Committee was that staff invite residents from Winton Grove to submit applications. If the City receives applications from two or more interested parties the Council's Airport Committee may then want to interview the candidates. Council Member Henson suggested that the Airport's website be utilized to advertise for potential candidates to participate in the Primary Documents Working Group.

OLD BUSINESS

There was no old business.

AGENDA BUILDING**ADJOURNMENT**

The meeting adjourned at 6:02 p.m.



CITY OF HAYWARD

STAFF REPORT

AGENDA DATE 04/22/04

AGENDA ITEM 2

TO: Council's Airport Committee

FROM: Director of Public Works

**SUBJECT: ANNUAL EVALUATION OF THE PERFORMANCE-BASED NOISE
ORDINANCE FOR CALENDAR YEAR 2003**

RECOMMENDATION:

It is recommended that the Committee review and comment on this report.

DISCUSSION:

Each year, Airport staff prepares a report that evaluates the effectiveness of the City's Performance-Based Noise Ordinance (Attachment A). The findings for calendar year 2003 can be summarized as follows:

1. There were 153,624 aircraft operations at Hayward in 2003. This is a decrease of approximately 1.6% from 2002.
2. There were 867 complaints filed during January 1, 2003 through December 31, 2003. Of those complaints, 705 were from two households in San Lorenzo. Due to the vagueness of most of these complaints and staff's inability to associate any reportable noise activity with many of them, staff separated those complaints which could not be correlated to violations of the noise ordinance and considered them as "anomalies".
3. With the anomalies removed, there were 162 complaints from 48 households as a result of aircraft operations at HWD. This represents only 0.1% of the 153,624 total operations.
4. There were 123 exceedances of the noise limits. This is an increase of 38 from CY 2002 (85).

5. Approximately 85% of the exceedances of the noise ordinance (105 of 123) were caused by aircraft exempt from restrictions by state or federal laws, or by provisions of the City's noise ordinance.
6. The 18 non-exempt exceedances represent .01% of the total operations for 2003. This reflects nearly 100% adherence to the noise ordinance.
7. Approximately 49% (80) of the noise complaints received were the result of a noise decibel limit exceedance. Only 7% of the complaints (12) were the result of a violation of the noise ordinance.

Staff concludes that overall the noise ordinance has been highly effective in accomplishing the objectives established by City Council. Since 1993, the number of complaints caused by exceedances of the noise ordinance's decibel limits has dropped from 156 to 80, a reduction of 52%. This is a result of staff focusing on noise abatement and promoting Hayward's "Fly Friendly" User Education Program.

Prepared by:

Brent S. Shiner, Airport Manager

Recommended by:

Dennis L. Butler, Director of Public Works

Approved by:

Jesús Armas, City Manager

Attachment A: Annual Evaluation of the Performance-Based Noise Ordinance for
Calendar Year 2003



CITY OF HAYWARD

STAFF REPORT

AGENDA DATE 07/22/04

AGENDA ITEM 3

TO: Council's Airport Committee

FROM: Director of Public Works

SUBJECT: Discussion of Proposal by Verizon Wireless to Install a Communications Antenna on the Airport

RECOMMENDATION:

It is recommended that the Committee review and comment on this report.

DISCUSSION:

Verizon Wireless is the largest wireless communications provider in the United States. With demand for wireless service increasing, Verizon Wireless desires to build and expand its network in order to meet customer service demands. This improved service would also enhance public safety and emergency communications in many Bay Area communities. In an effort to improve coverage in Hayward, Verizon is seeking a location to construct a wireless telecommunications facility that will better serve the needs of its customers in this community.

Verizon has approached staff about placing the facility at the intersection of Skywest Drive and the entrance to the Airport Administration offices—directly behind Home Depot (Exhibits “A” and “B”). As part of this facility, Verizon proposes to construct a “stealth” antenna at a height of 65 feet. The proposed antenna is the same height as the FAA air traffic control tower, but 400 feet further away from the runway environment. The FAA has conducted an airspace analysis and determined that they have no objections to the proposed construction/installation of the antenna. Verizon proposes to lease 878 square feet of Airport property that will include an equipment shelter, below ground utilities for electrical power service, antenna, and communications cables. The proposed site is preferred by staff as this location has no long-term use other than of the type being proposed by Verizon. Verizon would install landscaping encompassing a sizeable area between the City's sewer lift station security wall and Skywest Drive.

Planning staff spent considerable time reviewing various design options to determine the best choice for a stealth antenna that would be visually suitable at this location. Given that the site is void of any trees, options for antennas resembling a tall palm tree or pine tree, were eliminated. There is also a “flag pole” design available, but the City already has a flag pole located in the same area (next to the control tower). Staff has concluded that the best choice would be for Verizon to substitute a street light and pole already located at the project site with an antenna resembling a street light and pole, including brackets for displaying festive banners (Exhibit “C”).

The equipment building will be shielded from view by a chain link fence and concrete block wall. The security fence will be constructed of material comparable to the fence and wall currently surrounding the City's adjacent sewer lift station. The landscaping improvements, after completion of construction, will be maintained by the Airport's landscaping contractor. Verizon will also make a financial contribution toward a new Airport Administration entrance sign to be installed at that site. After the initial construction period of approximately one month, the site will be visited only by Verizon for visual inspection and maintenance, as needed.

The key provisions of the lease are as follows:

1. The lease term is 5 years, with 4 options to extend for 5 years each;
2. Initial annual rent will be \$18,000 (\$20.50/sq.ft./year); with a 15% increase over the previous 5-year period for each of the 4 extension periods;
3. Rent for the final extension period will be \$31,482/year (\$35.85/sq.ft./year).

Following review by Council's Airport Committee of this proposed project, Staff anticipates presenting a Ground Lease with Verizon Wireless, LP, to City Council in the month of September.

Prepared by:

Brent S. Shiner, Airport Manager

Recommended by:

Dennis L. Butler, Director of Public Works

Approved by:

Jesús Armas, City Manager

Exhibit A: Project Location Map
Exhibit B: Detail of Site
Exhibit C: Proposed Antenna Design



CITY OF HAYWARD

STAFF REPORT

AGENDA DATE 07/22/04

AGENDA ITEM 4

TO: Council's Airport Committee

FROM: Director of Public Works

SUBJECT: Proposed Stage 4 Aircraft Noise Standards, and Continuous Descent Approach to Oakland Airport

RECOMMENDATION:

It is recommended that the Committee review and comment on this report.

DISCUSSION:

In January of this year, the Oakland Airport-Community Noise Management Forum (the "Forum"), of which Hayward has two representatives (Bill Ward and Ed Bogue), delivered written correspondence to the Federal Aviation Administration ("FAA") regarding Stage 4 Noise Standards proposed by the FAA. The FAA currently identifies noise levels emitted by specific categories of aircraft as Stage 1, Stage 2 and Stage 3. The less noisy aircraft are classified as Stage 3. Therefore, a new classification of aircraft identified as Stage 4, is presumed to be quieter than Stage 3. In its letter, the Forum provided four comments to the FAA. In summary, they are:

1. The proposed noise level reduction between Stage 3 and the Stage 4 noise levels is inadequate.
2. The proposed rule does not address the operation of aircraft under 75,000 pounds.
3. The proposed rule does not address the phase-out of hush-kitted Stage 2 aircraft that marginally, if at all, meet Stage 3 noise levels.
4. FAA rules should be modified to require that all newly manufactured aircraft meet Stage 4 limits.

In brief, the Forum's comments advises the FAA that: 1) Communities are dependent on Stage 4 noise limits to require aircraft manufacturers to build quieter aircraft. The proposed Stage 4 limits provide no such incentive. The noise relief accomplished under the proposed Stage 4 levels are inconsequential; 2) At present, there are no noise limits on aircraft operating under 75,000 pounds. The proposal should require all new aircraft under 75,000 pounds to meet Stage 4 noise limits; 3) Some older Stage 2 aircraft have undergone an engine conversion (of sorts), in order to place them under the quieter Stage 3 category. This conversion is called a "hush-kit". Realistically, most of the hush-kitted aircraft only barely meet the Stage 3 category noise level limits, and; 4) Because most, but not all, newer aircraft already classified as Stage 3, would easily meet the proposed Stage 4 noise limits, newly manufactured aircraft not meeting the Stage 4 limits, should be required to do so.

Additionally, the Forum implored the FAA to set quieter noise limits for new aircraft in order to protect the communities around airports, and to mandate the retirement of older noisier aircraft from the air carrier fleet. The Forum also requested that the FAA seek to provide a better balance between the needs of the community with the desires of the aviation industry.

On April 14, 2004, Mr. Vince Mestre, of Mestre Greve Associates, presented to members of the Forum the concept of a Continuous Descent Approach (“CDA”) for aircraft arriving at the Oakland Airport. Mr. Mestre was seeking support for a study to determine the possibility of aircraft noise reduction on communities outside an approximate 8 mile radius from the Oakland Airport. Mr. Mestre concedes that communities underlying the aircraft’s flight path from the runway end out to about eight nautical miles, would not experience a reduction in noise impacts by implementation of a CDA. Mr. Mestre believes there would only be a noise reduction beyond seven or eight nautical miles from Oakland. Most of the limits encompassing the City of Hayward are within this seven to eight mile radius from Oakland. Perhaps, the communities of Union City and Fremont would experience a noise reduction (out to about 27 nautical miles from Oakland).

Generally, there are three different methodologies of conducting a CDA which allow aircraft to decelerate and descend at certain intervals and at different distances from an airport. In essence, a CDA is a noise abatement arrival procedure. Mr. Mestre acknowledges that in the busy airspace environment of the Bay Area, keeping aircraft separated above and below each other is a major constraint of a CDA. There is a concern whether or not air traffic issues can be resolved during periods of high traffic with a CDA.

Mr. Mestre was requested to continue with his studies and data gathering for the possibility of implementing a CDA at the Oakland Airport and to report his findings back to the Forum.

Prepared by:

Brent S. Shiner, Airport Manager

Recommended by:

Dennis L. Butler, Director of Public Works

Approved by:

Jesús Armas, City Manager